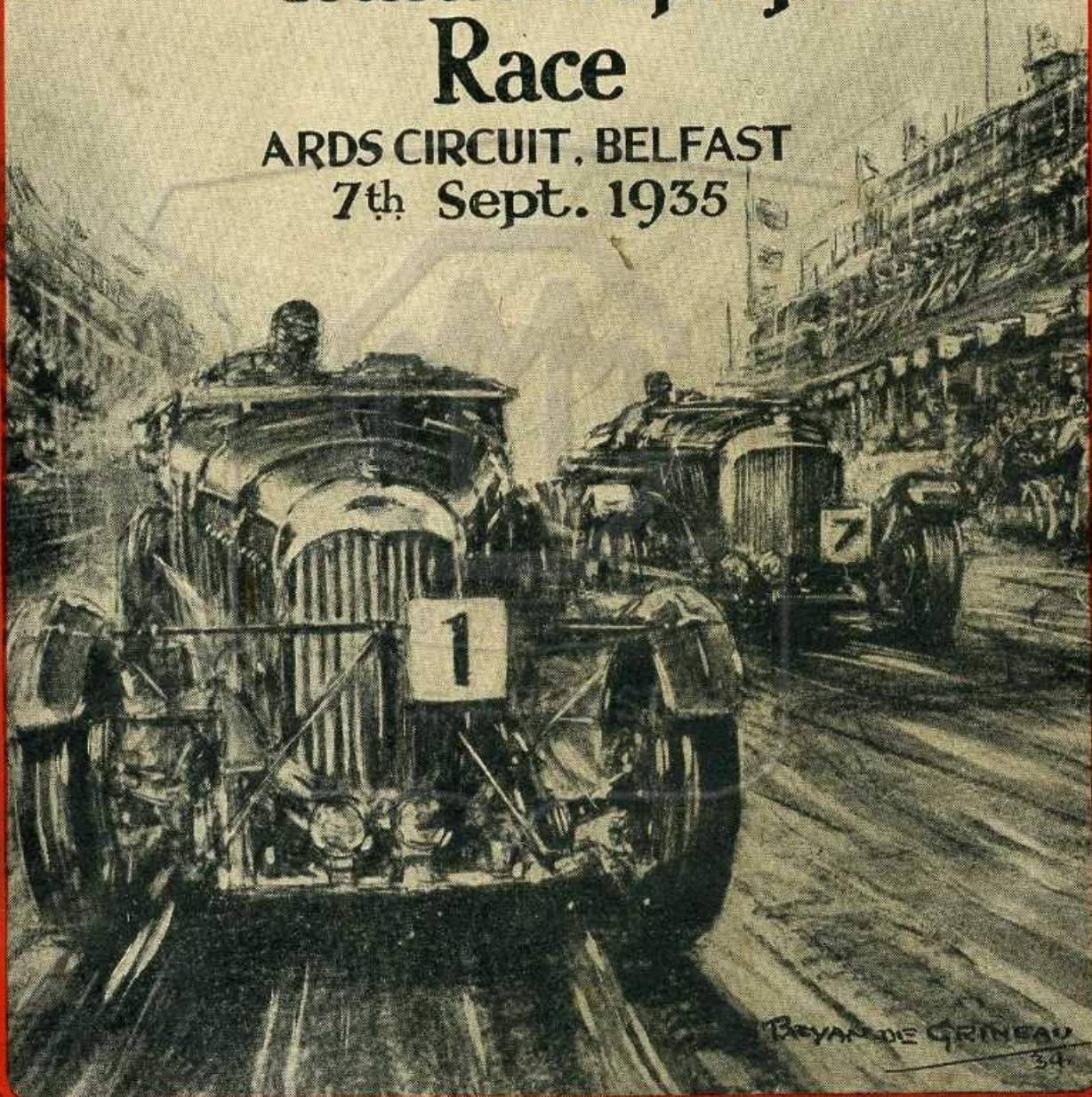


Official Programme . . . One Shilling

R.A.C. Tourist Trophy Race

ARDS CIRCUIT, BELFAST
7th Sept. 1935



The Motor
The National Motor Journal

**FIRST and BEST
REPORT**

PATRON: H. M. THE KING

**MOTOR
EXHIBITION
CARS & BOATS**



**OCT. 17-26
OLYMPIA**

PROGRAMME

of the

Royal Automobile Club

TOURIST TROPHY RACE

ARDS CIRCUIT, BELFAST,

Saturday, 7th September, 1935

Under the Gracious Patronage of
His Grace the Governor of Northern Ireland.

CONTENTS :

	PAGE
OFFICIALS OF THE MEETING	2
LIST OF ENTRIES	4
LAP SPEED TABLE	7
LIST OF AWARDS	9
PREVIOUS RACES—RESULTS AND RECORDS	11
MAP OF THE COURSE	15
SCORE CARD	16-17
THE RACE	19
HANDICAP	31
PIT PLAN	32

Copyright

All literary matter in this Programme, including the List of Competitors, is copyright, and any person found making illegal use thereof will be prosecuted.

ROYAL AUTOMOBILE CLUB.

Tourist Trophy Race, 1935.

Held under the General Competition Rules of the Association International des Automobile Clubs Reconnus, and of the Royal Automobile Club and Supplementary Regulations.

OFFICIALS :

STEWARDS OF THE MEETING :

THE HON. SIR ARTHUR STANLEY, G.B.E., C.B.
COMMANDER F. P. ARMSTRONG, O.B.E., R.N.V.R.
THE RIGHT HON. J. MILNE BARBOUR, P.C., D.L., M.A., M.P.
SIR ALGERNON GUINNESS, BT.
K. LEE GUINNESS, Esq.
COL. F. LINDSAY LLOYD, C.M.G. C.B.E.
F. H. ROGERS, Esq.

CHIEF DEPOT MARSHAL :

L. A. BADDELEY, Esq.

DEPOT MARSHALS :

MAJOR F. H. BALE. L. F. DYER, Esq.
W. BAIRD, Esq. M. HUDLASS, Esq.
CAPT. C. L. CLAYTON. J. McWHIRK, Esq.
G. A. SAVAGE, Esq.

CONTROL STATIONS.

ZONE.	ZONE MARSHAL.	ASST. ZONE MARSHAL.
BRADSHAW'S BRAE	W. J. McCRACKEN, Esq.	W. H. LAW, Esq.
NEWTOWNARDS	W. J. WHITE, Esq.	T. BRANAGH, Esq.
MOATE	S. Q. OSBORNE, Esq.	R. K. MOORE, Esq.
COMBER	F. DUFFIN, Esq.	F. BEAN, Esq.
BALLYSTOCKART	J. RICHARDSON, Esq.	A. E. ROUNTREE, Esq.
DUNDONALD	C. W. KIRKWOOD, Esq.	W. IRWIN, Esq.

LIASON OFFICER :

MAJOR GEN. R. M. LUCKOCK, C.M.G., D.S.O.

CHIEF STAND STEWARD :

SIR FREDERICK CLEAVER.

ASST. STAND STEWARDS :

R. CONDELL, Esq. J. S. GARRETT, Esq. W. F. HUNTER, Esq.
R. CRAIGAN, Esq. A. M. HAMILTON, Esq. W. JOHNSTON, Esq.
J. H. HAMILTON, Esq. R. B. GARRETT, Esq.

CHIEF ENCLOSURE MARSHAL :

G. F. TURBERVILLE, Esq.

ASST. CHIEF ENCLOSURE MARSHAL :

CAPT. W. J. THOMPSON.

ASST. ENCLOSURE MARSHALS :

D. McFERRAN, Esq.

W. H. MCGIFFIN, Esq. J. M. REID, Esq.

E. A. SWINSON, Esq.

CLERKS OF THE SCORING BOARD :

W. R. BOYD, Esq.

W. LAMONT, Esq.

H. V. TAGGART, Esq.

J. C. CONWAY, Esq.

H. H. PALMER, Esq.

D. G. WHITE, Esq.

H. J. JOHNSTON, Esq.

J. W. SHAW, Esq.

G. A. WARING, Esq.

CHIEF TIMEKEEPER :

A. V. EBBLEWHITE, Esq.

TIMEKEEPERS :

A. L. EBBLEWHITE, Esq.

R. H. WRIGHT, Esq.

TIME AUDITORS :

J. D. FERGUSON, Esq., F.C.A.

H. OLVER, Esq., F.S.A.A.

W. GUNNING, Esq.

L. V. RUSSELL, Esq., A.C.A.

T. F. HALL, Esq.

W. McD. TAYLOR, Esq.

W. E. McPHILLIMY, Esq.

E. TOWNSLEY, Esq.

G. H. MAXWELL, Esq.

T. WALKER-JACKSON, Esq.

SCRUTINEER :

M. HUDLASS, Esq.

PRESS STEWARDS :

A CLARKE, Esq.

H. R. HARVEYSON, Esq.

D. J. R. COLES, Esq., M.C.

S. M. McC. M'LEOD, Esq.

W. W. M'LEOD, Esq.

CHIEF FLAG MARSHAL : W. J. CHAMBERS, Esq.

ASST. CHIEF FLAG MARSHAL : W. SIMMS, Esq.

PUBLIC ANNOUNCER : CAPT. R. L. HENDERSON.

CONTROL OFFICE—OFFICER IN CHARGE :

MAJOR G. DIXON-SPAIN, O.B.E., M.C.

ASSISTANTS :

D. BOYD, Esq. R. B. MOORE, Esq. J. R. D. OLVER, Esq. R. M. PEDDIE, Esq.

TRANSPORT OFFICERS :

W. A. T. HUNTER, Esq.

S. McDONALD, Esq.

J. McMURRAY, Esq.

CAPT. A. C. TAGGART.

ARCHITECT IN CHARGE : R. TAGGART, Esq.

CHIEF MEDICAL OFFICER : IAN FRASER, Esq., F.R.C.S.

CLERK OF COURSE :

CAPTAIN A. W. PHILLIPS, M.C.

SECRETARY OF THE MEETING :

COMMANDER F. P. ARMSTRONG, O.B.E., R.N.V.R.

ROVER SCOUTS FROM THE ULSTER ASSOCIATION OF ROVER SCOUTS :

JOHN W. T. WATTERS, Esq., IN CHARGE.

RACING NUMBERS OF CARS, ENTRANTS AND DRIVERS.

No.	CAR	ENTRANT	DRIVER	RESERVE DRIVER	Bore and Stroke	No. of Cyls.	c.c.
CLASS C. (Over 3,000 c.c. and up to 5,000 c.c.)							
1	Lagonda	A. W. Fox } Messrs.	J. S. Hindmarsh	..	88.5x120.6	6	4451
2	Lagonda	A. W. Fox } Fox & Nicholl, Ltd.	C. J. P. Dodson	..	88.5x120.6	6	4451
3	Railton	T. E. Rose-Richards	76x114	8	4168
4	Bugatti	W. N. Rees and	The Hon. Brian Lewis	F. Clifford	72x100	8	3255
5	Bugatti	The Earl Howe	The Earl Howe	F. Clifford	72x100	8	3255
6	Bugatti	W. N. Rees	P. M. Dwyer	H. C. McFerran	72x100	8	3255
7	Bentley	E. R. Hall	E. R. Hall	..	82.5x114	6	3669
CLASS D. (Over 2,000 c.c. and up to 3,000 c.c.)							
8	Alvis	A. Powys-Lybbe	A. Powys-Lybbe	M. W. B. May	73x100	6	2511
CLASS E. (Over 1,500 c.c. and up to 2,000 c.c.)							
9	Marendaz Special	W. T. McCalla	W. T. McCalla	—	65x100	6	1991
CLASS F. (Over 1,100 c.c. and up to 1,500 c.c.)							
10	Riley	F. W. Dixon	F. W. Dixon	W. Handley	69x100	4	1496
11	Riley	V. Riley } Riley (Coventry)	Cyril Paul	P. Maclure	69x100	4	1496
12	Riley	V. Riley } Ltd.	A. W. K. Von der Becke	P. Maclure	69x100	4	1496
14	Riley	V. Riley }	E. McClure	P. Maclure	69x100	4	1496

RACING NUMBERS OF CARS, ENTRANTS AND DRIVERS.

No.	CAR	ENTRANT	DRIVER	RESERVE DRIVER	Bore and Stroke	No. of Cyls.	c.c.
CLASS F. (Over 1,100 c.c. and up to 1,500 c.c.)—continued.							
15	Aston Martin	A. C. Beitelh	C. E. C. Martin	..	69.3x99.059	4	1494.5
16	Aston Martin	A. C. Bertelli	C. Brackenbury	..	69.3x99.059	4	1494.5
17	Aston Martin	A. C. Bertelli	C. Penn-Hughes	..	69.3x99.059	4	1494.5
18	Aston Martin	A. C. Bertelli	T. E. Rose-Richards	..	69.3x99.059	4	1494.5
19	Aston Martin	P. L. Donkin	P. L. Donkin	..	69.3x99.059	4	1494.5
20	Aston Martin	"B. Bira"	"B. Bira"	..	69.3x99.059	4	1494.5
21	Aston Martin	M. F. L. Falkner and T. G. Clarke	T. G. Clarke	..	69.3x99.059	4	1494.5
22	M.G. Magnette	W. R. Baird	W. R. Baird	..	57x84	6	1287
23	M.G. Magnette	D. G. Evans	K. D. Evans	..	57x84	6	1287
24	M.G. Magnette	D. G. Evans	D. G. Evans	..	57x84	6	1287
25	M.G. Magnette	D. G. Evans	R. J. B. Seaman	..	57x84	6	1287
26	M.G. Magnette	D. G. Evans	I. F. Connell	..	57x84	6	1287
27	Lagonda	R. Davies Millar	R. Davies Millar	..	62.5x90	4	1104
CLASS G. (Over 750 c.c. and up to 1,100 c.c.)							
28	Riley	J. Chambers	J. Chambers	..	60.3x95.2	4	1088
29	Adler	R. Briscoe } Irish Exporters	C. H. Manders	..	65x75	4	995
30	Adler	R. Briscoe } and Importers,	R. B. S. LeFanu	..	65x75	4	995
31	Adler	R. Briscoe } Ltd.	S. Woods	..	65x75	4	995
32	Fiat	Austin Dobson	Austin Dobson	..	65x75	4	995
33	Fiat	Austin Dobson	A. C. Dobson	..	65x75	4	995
34	Fiat	F. H. French Davis	F. H. French Davis	..	65x75	4	995
35	Singer	W. E. Bullock } Singer & Co.,	A. H. Langley	..	60x86	4	972
36	Singer	W. E. Bullock } Ltd.	J. D. Barnes	..	60x86	4	972
37	Singer	W. E. Bullock	S. C. H. Davis	..	60x86	4	972
38	Singer	W. E. Bullock	Norman Black	..	60x86	4	972



Has won more T.T. Races than
any other one make



1931—

FIRST - - MG MIDGET
(Norman Black)

Speed - - 67.90 m. p. h.



1933—

FIRST - MG MAGNETTE
(Tazio Nuvolari)

Speed - - 78.65 m. p. h.

This is the fastest speed
at which the race has
been won



1934—

FIRST - MG MAGNETTE
(Charles Dodson)

Speed - - 74.65 m. p. h.

MG—The Car with the Racing Pedigree

Issued by the Publicity Dept. of the MG Car Co., Ltd., Abingdon-on-Thames

LAP SPEED TABLE.

M.Sc.	m.p.h.	M.Sc.	m.p.h.	M.Sc.	m.p.h.	M.Sc.	m.p.h.	M.Sc.	m.p.h.	M.Sc.	m.p.h.	M.Sc.	m.p.h.
—	—	10.05	81.28	10.35	77.44	11.05	73.95	11.35	70.76	12.05	67.83	12.35	65.13
—	—	10.06	81.15	10.36	77.32	11.06	73.84	11.36	70.66	12.06	67.74	12.36	65.05
—	—	10.07	81.01	10.37	77.20	11.07	73.73	11.37	70.55	12.07	67.65	12.37	64.96
9.38	85.08	10.08	80.88	10.38	77.08	11.08	73.62	11.38	70.45	12.08	67.55	12.38	64.87
9.39	84.93	10.09	80.75	10.39	76.96	11.09	73.51	11.39	70.35	12.09	67.46	12.39	64.79
9.40	84.79	10.10	80.61	10.40	76.84	11.10	73.40	11.40	70.25	12.10	67.36	12.40	64.71
9.41	84.64	10.11	80.48	10.41	76.72	11.11	73.29	11.41	70.15	12.11	67.27	12.41	64.62
9.42	84.49	10.12	80.35	10.42	76.60	11.12	73.18	11.42	70.05	12.12	67.18	12.42	64.54
9.43	84.34	10.13	80.22	10.43	76.48	11.13	73.07	11.43	69.95	12.13	67.09	12.43	64.45
9.44	84.20	10.14	80.09	10.44	76.36	11.14	72.96	11.44	69.85	12.14	67.00	12.44	64.37
9.45	84.06	10.15	79.96	10.45	76.24	11.15	72.85	11.45	69.75	12.15	66.91	12.45	64.28
9.46	83.91	10.16	79.83	10.46	76.12	11.16	72.74	11.46	69.65	12.16	66.82	12.46	64.20
9.47	83.77	10.17	79.70	10.47	76.00	11.17	72.64	11.47	69.56	12.17	66.72	12.47	64.11
9.48	83.62	10.18	79.57	10.48	75.89	11.18	72.53	11.48	69.46	12.18	66.63	12.48	64.03
9.49	83.48	10.19	79.44	10.49	75.77	11.19	72.42	11.49	69.36	12.19	66.54	12.49	63.95
9.50	83.34	10.20	79.31	10.50	75.65	11.20	72.32	11.50	69.26	12.20	66.45	12.50	63.86
9.51	83.20	10.21	79.18	10.51	75.54	11.21	72.21	11.51	69.16	12.21	66.36	12.51	63.78
9.52	83.06	10.22	79.06	10.52	75.42	11.22	72.11	11.52	69.07	12.22	66.27	12.52	63.70
9.53	82.92	10.23	78.93	10.53	75.31	11.23	72.00	11.53	68.97	12.23	66.19	12.53	63.62
9.54	82.79	10.24	78.81	10.54	75.19	11.24	71.89	11.54	68.87	12.24	66.10	12.54	63.53
9.55	82.65	10.25	78.68	10.55	75.08	11.25	71.79	11.55	68.78	12.25	66.01	12.55	63.45
9.56	82.51	10.26	78.55	10.56	74.97	11.26	71.69	11.56	66.68	12.26	65.92	12.56	63.37
9.57	82.37	10.27	78.43	10.57	74.85	11.27	71.58	11.57	68.59	12.27	65.83	12.57	63.29
9.58	82.22	10.28	78.31	10.58	74.73	11.28	71.48	11.58	68.49	12.28	65.74	12.58	63.21
9.59	82.09	10.29	78.18	10.59	74.62	11.29	71.37	11.59	68.40	12.29	65.66	12.59	63.13
10.00	81.96	10.30	78.06	11.00	74.51	11.30	71.27	12.00	68.30	12.30	65.57	13.00	63.05
10.01	81.82	10.31	77.93	11.01	74.39	11.31	71.17	12.01	68.21	12.31	65.48	13.01	62.97
10.02	81.69	10.32	77.81	11.02	74.28	11.32	71.06	12.02	68.11	12.32	65.39	13.02	62.88
10.03	81.55	10.33	77.69	11.03	74.17	11.33	70.96	12.03	68.02	12.33	65.31	13.03	62.80
10.04	81.42	10.34	77.56	11.04	74.06	11.34	70.86	12.04	67.92	12.34	65.22	13.04	62.72

The NEW *Riley* FALCON

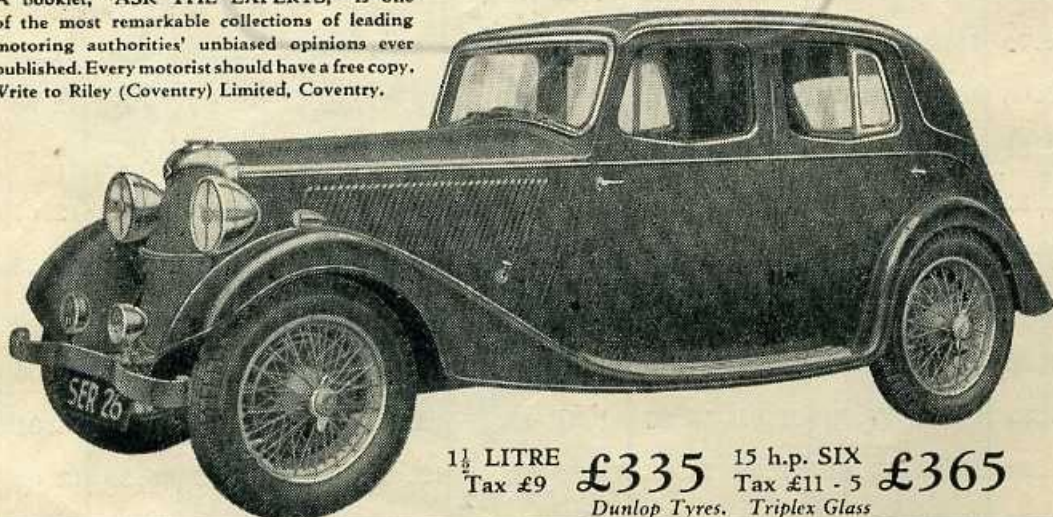
most advanced
car of its type

THE Riley Falcon is even roomier in its latest form and is the easiest car in the world to drive and control. Floor-board levers have been abolished, made out of date. Equipment reaches a new high level for jacking, signalling, ventilating, lighting, oiling and greasing. Amazingly successful racing and competition experience is responsible for superlative road-

holding qualities and those remarkably high average speeds at which Riley owners consistently travel. Of the brakes the *Lightcar* "is tempted to use superlatives" and the *Motor* has "nothing but praise". Such an authority as Mr. John Prioleau of the *Observer* says, "I am sure that it is the best car Riley's have turned out so far". Why not make an appointment at the Riley show-rooms in your district for a trial run?

Own a Riley and drive with Confidence

A booklet, "ASK THE EXPERTS," is one of the most remarkable collections of leading motoring authorities' unbiased opinions ever published. Every motorist should have a free copy. Write to Riley (Coventry) Limited, Coventry.



1½ LITRE
Tax £9

£335

15 h.p. SIX
Tax £11 - 5

£365

Dunlop Tyres. Triplex Glass

LIST OF AWARDS.

To the Entrant of the Winning Car :

**The Tourist Trophy (to be held for twelve months),
and £500.**

To the Entrant of the Car finishing Second in the Race : **£300.**

To the Entrant of the Car finishing Third in the Race : **£200.**

To the Entrant of the Car finishing First in each International Class : **£100.**

The whole of the above Prize Money has been presented by
the Ulster Tourist Trophy Race Committee.

To the Driver of the Car finishing First in each International Class :

The Royal Automobile Club Award.

(The above Class prizes will only be awarded to the winners of those classes
in which there are at least three starters).

To the Driver of the Winning Car :

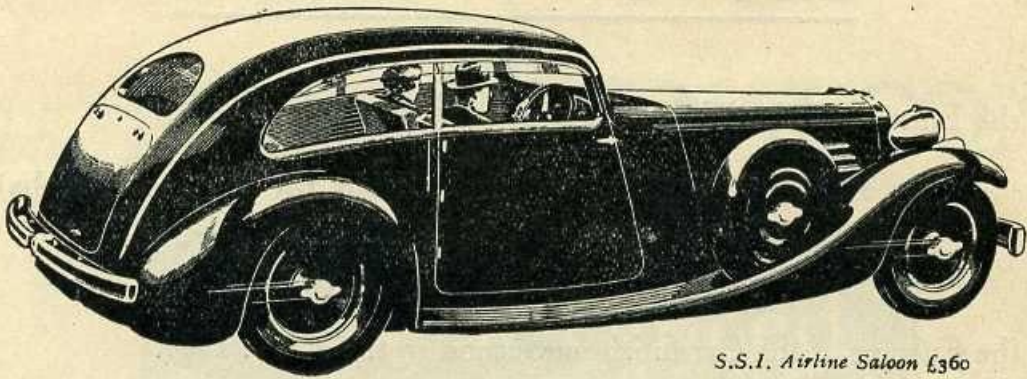
**The "Autocar" Plaque, presented by the Proprietors
of the "Autocar."**

To the Entrant or Entrants of the most successful Team of three Cars of the
same make and class completing the course in accordance with the regulations :

**The Manufacturers' Team Prize, with Replicas,
presented by the Society of Motor Manufacturers
and Traders, Ltd.**

To each Driver completing the course in accordance with the regulations :

The Royal Automobile Club Plaque.



S.S.1. Airline Saloon £360

Experts enthusiastic about Performance!



MR. JOHN COBB.



THE HON. BRIAN LEWIS.

Striking evidence that warrants your urgent attention!

MR. JOHN COBB says: "I am amazed at the wonderful performance of the S.S. Its acceleration, its roadholding, its maintenance of high speeds without effort, and its powerful brakes, compel my admiration . . . for an average-priced car with outstanding performance I can confidently recommend the S.S."

THE HON. BRIAN LEWIS says: "Frankly, I was really astonished at the performance of this car . . . Its maximum speed is all that one could desire, and the easy cruising speed . . . high above the average . . . One thing I particularly noticed was the entire lack of fatigue . . ."



Extracts from letters received from these famous racing drivers

You, too, will be equally enthusiastic about the brilliant S.S. after testing one for yourself. Arrange for a trial run now, or write for art catalogue. Agents throughout the country. S.S.1 prices from **£335**. S.S.11 prices from **£260**.

S.S. CARS, LTD., HOLBROOK LANE, Coventry

TOURIST TROPHY RACE.

PREVIOUS WINNERS.

The following were held in the Isle of Man.

1905—1922.

DATE.	CAR.	RATING.	WINNER.
Sept. 14th, 1905.	18 Arrol-Johnston.	18.05	Mr. J. S. Napier.
Sept. 28th, 1906.	20 Rolls-Royce.	24.79	Hon. C. S. Rolls.
May 30th, 1907.	20 Rover.	23	Mr. E. Curtis (for Mr. J. K. Starley).
May 30th, 1907. ("Heavy Trophy")	30 Beeston-Humber.	36	Mr. G. P. Mills (for Mr. T. C. Pullinger).
Sept. 24th, 1908. ("Four-Inch Race")	Hutton.	25.6	Mr. W. Watson (for Mr. S. F. Edge).
June 10/11th, 1914.	Sunbeam I. (1st)	16.3	Mr. K. Lee Guinness.
	Minerva III. (2nd)	21.1	Mr. C. Riecken.
	Minerva II. (3rd)	20.1	Mr. L. Molon.
June 22nd, 1922. (T.T. Race).	Sunbeam III. (1st)	20.8	Mr. J. Chassagne.
	Bentley I. (2nd)	15.9	Mr. F. C. Clement.
	Vauxhall II. (3rd)	17.9	Mr. O. Payne.
June 22nd, 1922. ("Fifteen-Hundred Race.")	Talbot-Darracq I. (1st)	10.4	Sir Algernon Guinness, Bart.
	Talbot-Darracq III. (2nd)	10.4	Mr. A. Divo.
	Crossley-Bugatti II. (3rd)	11.8	Mr. M. Maury.

The following were held over the Ards Circuit, Ulster.

1928.

Finish Order.	Car.	Driver.	Time			Speed m.p.h.	
			h.	m.	s.		
1st	Lea Francis (S)	.. Kaye Don	..	5	58	13	64.06
2nd	Alvis (S)	.. L. Cushman	..	5	58	26	64.02
3rd	Austro-Daimler	.. H. Mason	..	6	7	38	64.65
4th	Austro-Daimler	.. C. Paul	..	6	10	10	64.21
5th	Bentley	.. H. R. S. Birkin		6	13	53	65.76
6th	Lea Francis (S)	.. G. E. T. Eyston		6	15	14	61.14

1929.

1st	Mercedes-Benz (S)	R. Caracciola	..	5	37	40	72.82
2nd	Alfa Romeo (S)	.. Cav. Campari	..	5	39	48	67.54
3rd	Austin (S)	.. A. Frazer Nash		5	43	49	59.60
4th	Austin (S)	.. S. V. Holbrook		5	44	25	59.49
5th	Alfa Romeo (S)	.. G. E. T. Eyston		5	46	36	66.21
6th	Alfa Romeo (S)	.. E. Fronteras	..	5	48	55	65.77

1930.

Finish Order.	Car.	Driver.	Time h. m. s.	Speed m.p.h.
1st	Alfa Romeo (S)	.. T. Nuvolari ..	5 25 20	70.88
2nd	Alfa Romeo (S)	.. Cav. Campari ..	5 35 36	70.82
3rd	Alfa Romeo (S)	.. A. Varzi ..	5 38 3	70.31
4th	Alvis (S)	.. C. Paul ..	5 38 39	69.61
5th	Austin (S)	.. G. Poppe ..	5 41 22	61.46
6th	Alvis (S)	.. H. W. Purdy ..	5 49 39	67.37

1931.

1st	M.G. (S)	.. N. Black ..	5 15 51	67.90
2nd	Alfa Romeo (S)	.. B. Borzacchini ..	5 17 3	79.05
3rd	M.G. (S)	.. S. A. Crabtree ..	5 17 8	67.62
4th	Talbot	.. B. E. Lewis ..	5 18 47	77.13
5th	Riley	.. C. S. Staniland	5 19 32	70.35
6th	Alfa Romeo (S)	.. Cav. G. Campari	5 19 36	78.40

1932.

1st	Riley	.. C. R. Whitcroft	4 58 4	74.23
2nd	Riley	.. G. E. T. Eyston	4 59 27	73.90
3rd	M.G. Midget (S)	.. E. R. Hall ..	5 7 58	69.93
4th	Alfa Romeo (S)	.. The Earl Howe	5 9 56	80.53
5th	Alfa Romeo (S)	.. Sir H. Birkin, Bt.	5 12 45	79.79
6th	Talbot	.. T. E. Rose-Richards	5 20 40	75.32

1933.

1st	M.G. Magnette (S)	T. Nuvolari ..	5 56 34	78.65
2nd	M.G. Midget (S)	.. H. C. Hamilton	5 57 14	73.46
3rd	Alfa Romeo (S)	.. T. E. Rose-Richards	6 10 6	78.71
4th	M.G. Magnette (S)	.. E. R. Hall ..	6 12 14	75.18
5th	Alfa Romeo (S)	.. The Earl Howe ..	6 18 1	77.04
6th	Riley	.. W. R. Baird ..	6 24 21	70.39

1934.

1st	M.G. Magnette	.. C. J. P. Dodson	6 13 24	74.65
2nd	Bentley	.. E. R. Hall ..	6 13 41	78.40
3rd	Aston Martin	.. T. S. Fotheringham	6 16 15	74.53
4th	Lagonda	.. Hon. Brian Lewis	6 17 31	77.57
5th	Lagonda	.. J. S. Hindmarsh	6 18 29	77.38
6th	Aston Martin	.. L. P. Driscoll ..	6 18 47	74.03

RECORDS.

Fastest Speed at which Race has been won.

1933. T. Nuvolari. M.G. Magnette (S.)
5h. 56m. 34s. = 78.65 m.p.h.

1934. C. J. P. Dodson. M.G. Magnette (U/s.)
6h. 13m. 24s. = 74.65 m.p.h.

In 1932 The Earl Howe, on a supercharged Alfa Romeo, completed the course in 5h. 9m. 56s., at an average speed of 80.53 m.p.h., finishing 4th, the highest speed at which the course has been covered in a supercharged car.

In 1934, E. R. Hall on an unsupercharged Bentley, completed the course in 6h. 13m. 41s., at an average speed of 78.40 m.p.h., finishing 2nd, the highest speed at which the course has been covered in an unsupercharged car.

RECORD LAP.

Supercharged.

1932—Sir Henry Birkin, Bt. Alfa Romeo. 9m. 51s. = 83.20 m.p.h.

Unsupercharged.

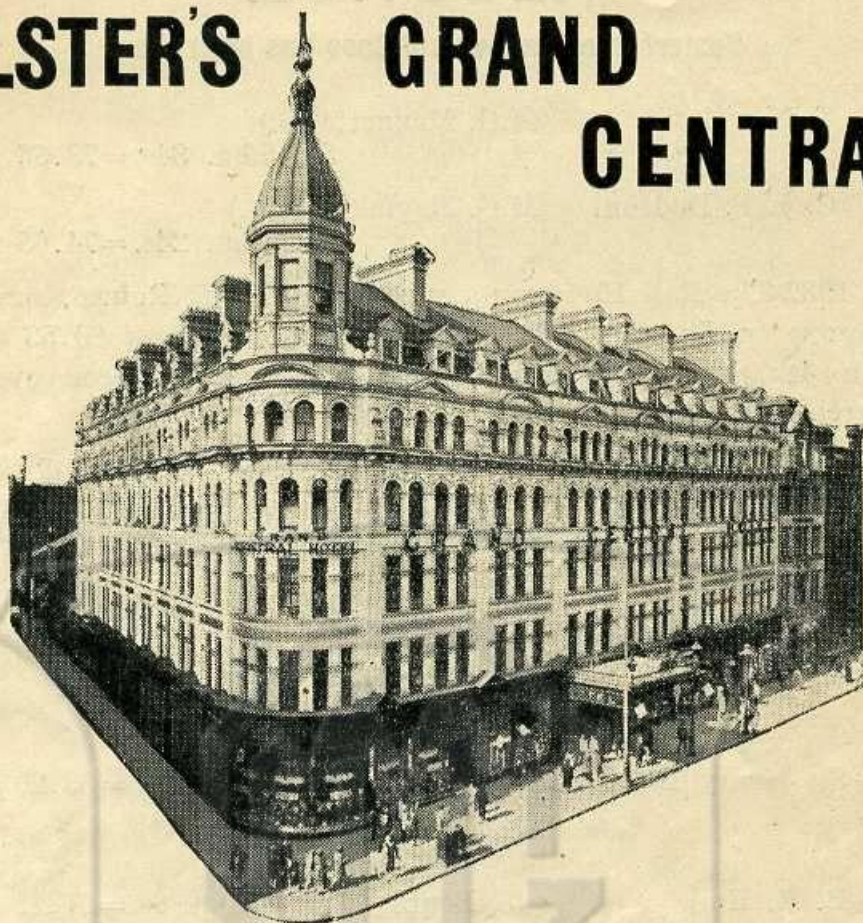
1934—E. R. Hall. Bentley. 10m. 6s. = 81.15 m.p.h.

FASTEST LAP IN EACH CLASS.

(S) denotes supercharged. (U/s) denotes unsupercharged.

Class.	Driver.	Car.	Date	Time		Speed m.p.h.
				m.	s.	
B	R. Caracciola .. Lt.-Cmdr. Glen Kidston	Mercedes (S) .. Bentley (U/s) ..	1929	10	32	77.81
C	Sir H. Birkin, Bt. E. R. Hall ..	Bentley (S) .. Bentley (U/s) ..	1930 1934	10	45 6	76.24 81.15
D	Sir H. Birkin, Bt. Hon. B. E. Lewis	Alfa Romeo (S) Talbot (U/s) ..	1932 1932	9	51 5	83.20 81.28
E	T. Nuvolari } Cav. Campari } R. F. Oats ..	Alfa Romeo (S) O.M. (U/s) ..	1929	10	53 40	75.31 64.70
F	W. Sullivan .. C. Penn Hughes	Lea-Francis (S) Aston Martin (U/s)	1932 1934	11	4 35	74.06 77.44
G	T. Nuvolari .. F. W. Dixon ..	M.G. Magnette (S) Riley (U/s) ..	1933 1933	10	4 33	81.42 77.69
H	H. C. Hamilton F. M. Montgomery	M.G. Midget (S) M.G. Midget (U/s)	1933 1931	10	37 50	77.20 63.86

ULSTER'S GRAND CENTRAL



Bedroom, single, from - 7/6
 „ double, „ - 14/-

RESTAURANT.

Breakfast, from - 2/- Table d'hote Dinner 5/-
 Table d'hote Luncheon 3/- Table d'hote Tea - 3/-
 also à la carte.

Grill Room Open till 11-45 p.m.

The Hotel is referred to proudly as Ulster's own. A modern Hotel that takes extreme pains to make every guest comfortable. 200 bedrooms (a number with bathrooms), fitted with telephone, bedside switch, and h. and c. water. Beautiful Rooms and Lounges with splendid orchestral music.

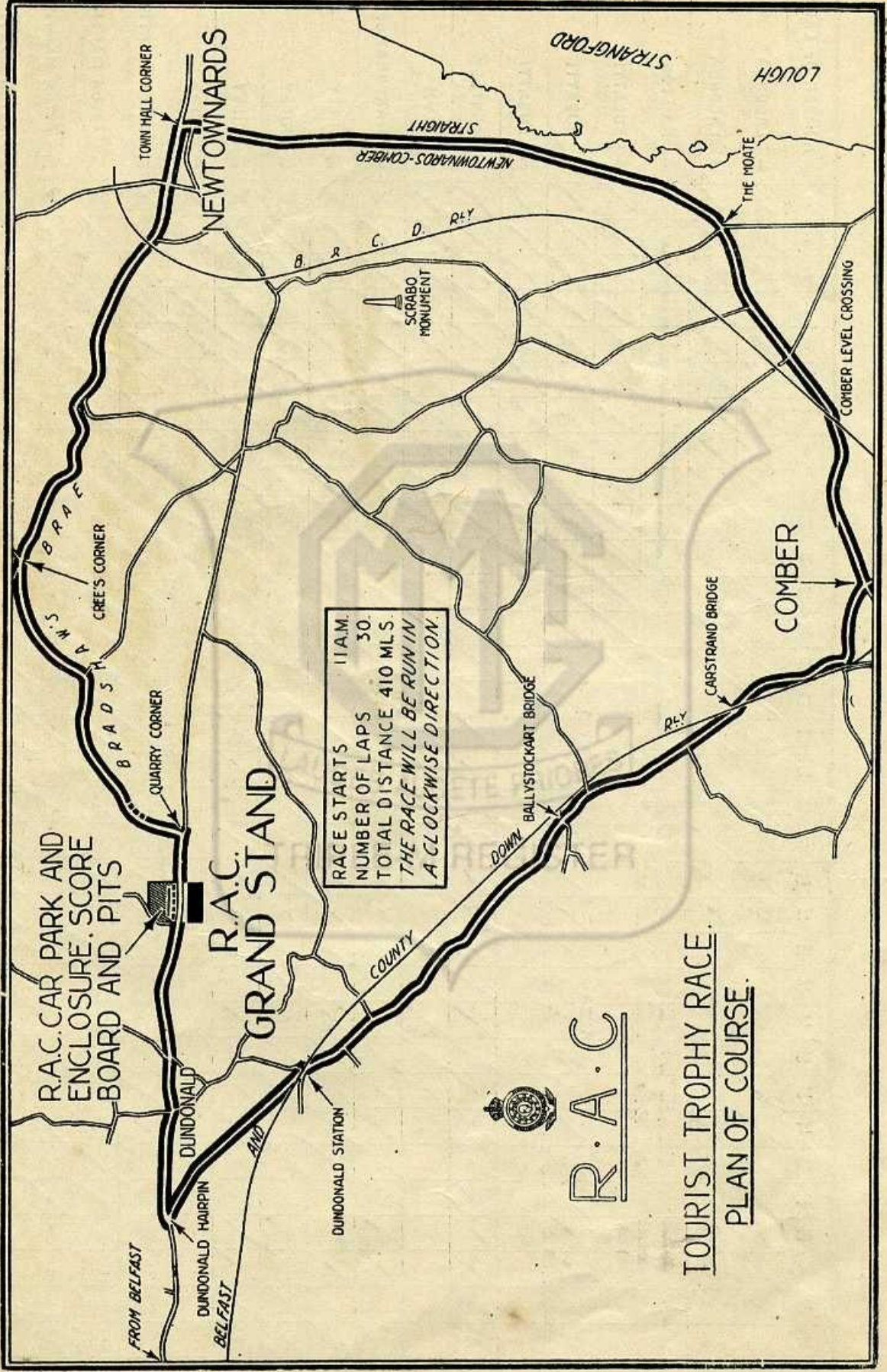
GRAND CENTRAL HOTEL,

BELFAST.

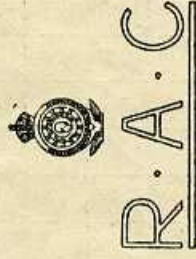
Telegrams :
 "Gracent, Belfast"
 Telephone :
 Belfast 7090 (6 lines)

Officially Approved
 by
 R.I.A.C., R.A.C. and
 A.A.





TOURIST TROPHY RACE.
PLAN OF COURSE.



SCORE

NUMBER OF LAPS	LAGONDA	LAGONDA	RAILTON	BUGATTI	BUGATTI	BUGATTI	BENTLEY	ALVIS	MARENDAZ SPCL.	RILEY	RILEY	RILEY	RILEY	ASTON MARTIN	ASTON MARTIN	ASTON MARTIN	ASTON MARTIN	ASTON MARTIN	ASTON MARTIN	
	1	2	3	4	5	6	7	8	9	10	11	12	14	15	16	17	18	19	20	
1	/	/	/	/	/	/	/	/	X	X	X	X	X	X	X	X	X	X	X	X
2	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
3	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
4	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
5	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
6	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
6	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
7	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
8	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
9	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
10	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
11	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
12	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
13	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
14	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
15	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
16	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
17	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
18	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
19	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
20	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
21	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
22	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
23	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
24	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
25	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
26	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
27	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
28	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
29	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
30	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
31	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
32	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
33	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
34	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/
35	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/

7 8

3

2

1 6 9

4

CROSSES (INDICA

CARD

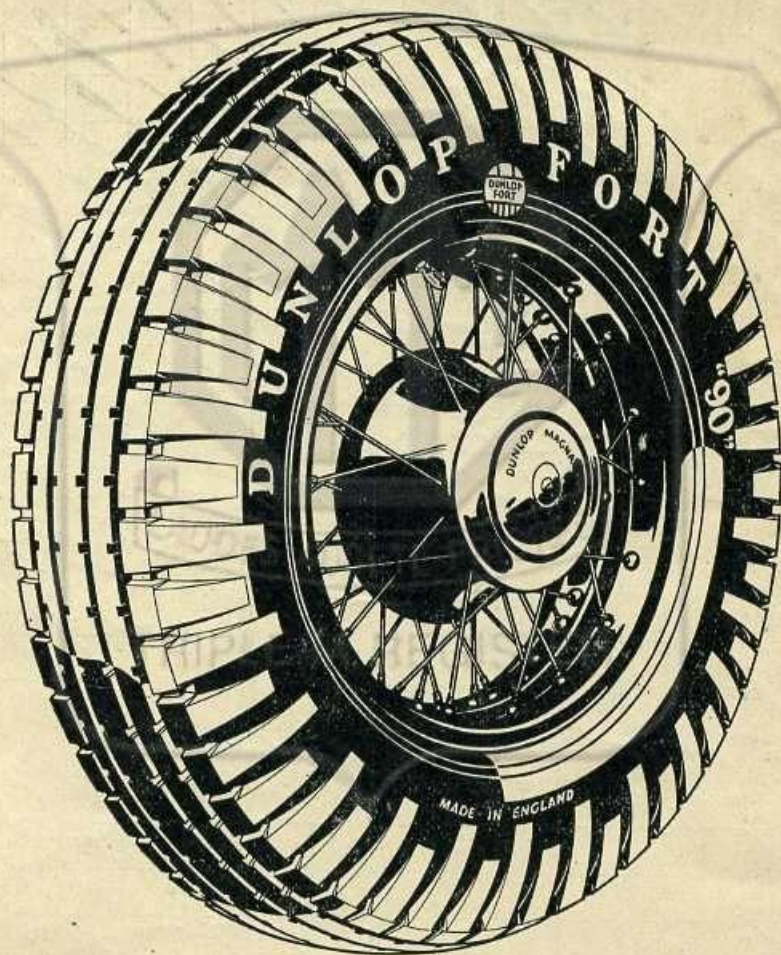
ASTON MARTIN	M.G. MAGNETTE	M.G. MAGNETTE	M.G. MAGNETTE	M.G. MAGNETTE	M.G. MAGNETTE	LAGONDA	RILEY	ADLER	ADLER	ADLER	FIAT	FIAT	FIAT	SINGER	SINGER	SINGER	SINGER	NUMBER OF LAPS
21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
/	/	/	/	/	/	X	X	X	X	X	X	X	X	X	X	X	X	2
/	/	/	/	/	/	/	/	X	X	X	X	X	X	X	X	X	X	3
/	/	/	/	/	/	/	/	X	X	X	X	X	X	X	X	X	X	4
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	5
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	6
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	7
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	8
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	9
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	10
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	11
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	12
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	13
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	14
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	15
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	16
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	17
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	18
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	19
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	20
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	21
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	22
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	23
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	24
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	25
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	26
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	27
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	28
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	29
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	30
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	31
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	32
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	33
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	34
/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	/	35

→ Crashed on Brae.

→ Crashed on Brae.

→ Crashed on Brae.

**“The most
wonderful tyres
in the World”**



**That is what Sir Malcolm Campbell
says about **DUNLOP****

DUNLOP RUBBER CO. LIMITED, Upper Arthur Street, BELFAST. And at Dublin and Cork.

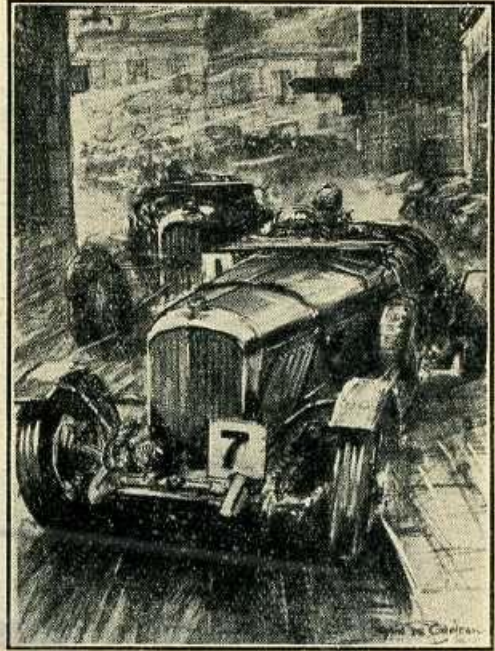
THE RACE

The following is the Time-table for the Tourist Trophy Race, Practising, Scrutineering and Prize-Giving.

OFFICIAL PRACTISING :

Wednesday and Thursday, 4th and 5th September, between 9-30 and 11-30 a.m.

Roads closed at 9 a.m.



A NEAR THING at the Butcher's Shop, Comber.
By courtesy of "The Motor."

SCRUTINEERING :

Friday, 6th September, 9-30 a.m., to 5 p.m. at Messrs. H. M. S. Catherwoods, Donegall Road, Belfast.

THE RACE :

Roads closed to all traffic at 10 a.m.
Race commences at 11 a.m.
Race finishes at approximately 5-30 p.m.

PRESENTATION OF PRIZES :

The Prizes will be presented by His Grace the Governor of Northern Ireland, at the Plaza, Belfast, on Saturday, 7th September. Dancing from 8 p.m. Presentation at 9-30 p.m.

POINTS ABOUT THE RACE.

The Tourist Trophy Race is Great Britain's premier motoring event. Unlike most of the great International races held in other countries, which are for purely racing cars, the British race is confined to standard sports type cars such as are sold to the public, and furthermore it is run under handicap. There is no doubt that if the Tourist Trophy Race was run on the same lines as the principal Continental Grand Prix events, the entry would be confined almost entirely to foreign built cars specially built for racing, and there is very little doubt that one of these cars would prove the winner. There is only one purely racing car manufactured in Great Britain to-day, and great as have been the performances of this car, it has but half the engine capacity of its Continental rivals, and could not be expected to compete on level terms with them. What object could be served, therefore, by virtually handing over Britain's greatest motor race to foreign manufacturers?

The Tourist Trophy Race is open to sports cars such as the public buy and use every day. The entry is representative of standard British motor car design. It contains no racing freaks, and if the foreign manufacturer so desires he may enter his standard products and match them against those

For that 'split-second' start

USE
LOBITOS
MOTOR SPIRIT

The New 'Driving Force'

ADVERTISEMENT OF

HOLMES, MULLIN & DUNN, LTD.,

Donegall House, Howard Street,

BELFAST.

Telephone 8595.

Storage Installation, Larne Harbour,

LARNE.

Telephone, Larne 200.

Ulster Buildings, Waterloo Pl.,

LONDONDERRY.

Telephone 104.

of Great Britain on level terms. This year the race is fortunate in having attracted teams from France, Germany and Italy, as well as the cream of British sports cars. Everybody will rejoice in a British win, no one will grieve if victory is achieved by one of the foreign cars. Whoever wins will richly deserve the laurels, whilst not one single entrant will come away from the race without having added to his technical knowledge of the cars he has entered.

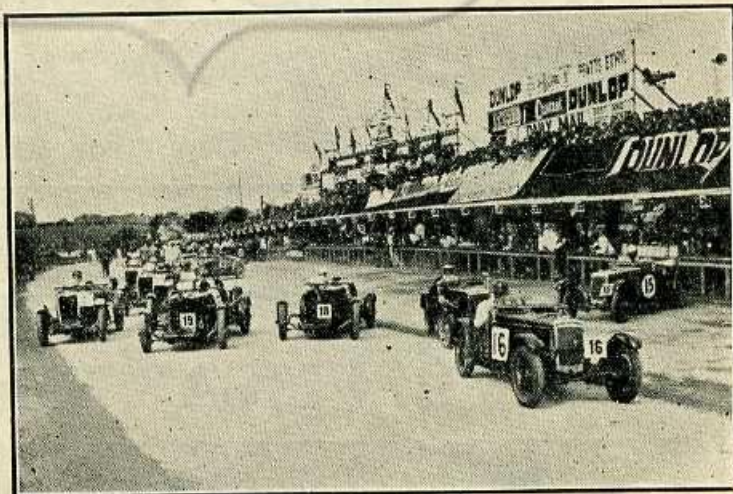
A LITTLE HISTORY.

The first Tourist Trophy Race was held in 1905 in the Isle of Man, and was won by J. S. Napier, driving an Arrol Johnston. It was continued at intervals in the Island until 1922, over various courses and under widely varying conditions, including a limited supply of petrol, which successfully but disastrously eliminated one of the fastest cars almost at the end of the race. From 1922 to 1928 there was no Tourist Trophy Race; the Mountain course in the Isle of Man was not really suitable for a modern car race, no other course had presented itself and British manufacturers appeared to have lost all interest in racing of any sort. Early in 1928 the golden figure of the Tourist Trophy must have stirred restlessly. There were rumours of the historic race being revived. Then quick almost as the spread of fire, events began to move. An invitation was offered to the R.A.C. to hold the race again, but this time in Ulster, the only place in Great Britain save the Isle of Man, where racing is permitted on public roads; the invitation was accepted, a course was selected, regulations drawn up—very similar they were to those governing this year's race, and once again the Tourist Trophy Race was alive, surrounded with all the glamour of the past, but with fresh attractions in the shape of a new course, new conditions, new cars and new drivers.

THE COURSE.

The conditions of the race have already been touched upon. What of the course? This is the eighth Tourist Trophy Race to be held over the Ards Circuit, and it is almost unthinkable that the race could ever be held anywhere else. It is a natural road course, passing through a small town and two villages. Its infinite variety tests every part of the competing cars to the full and demands the highest qualities in the drivers.

It is known throughout the world, and is probably one of the best racing circuits at present available. It has been very little altered since it was first used in 1928. The extremely nasty section at Ballystockart was modified in 1931, and various other alterations, mostly with the object of providing



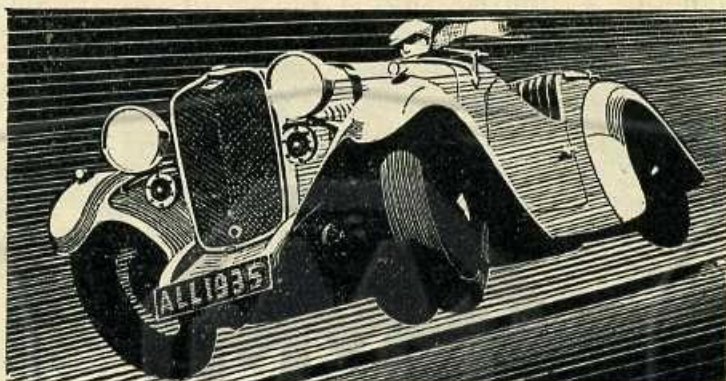
THE "1500's" GETTING AWAY 1934

By courtesy of "The Autocar"

SINGER

SPORTS CARS

for consistent successes



LE MANS 1934-5

1934—2nd and 3rd in the Rudge-Whitworth Cup.
1st and 3rd in 1,000 c.c. Class.

1935—2nd in Rudge-Whitworth Cup.
1st, 3rd and 4th in 1,000 c.c. Class.
Six Cars finished and qualified.

RELAY RACE Brooklands 1935

1st PLACE, Gaining the "M.G." Challenge
Trophy, "Light Car" Challenge Cup,
"Wakefield" Cup. Won at 85.13 m.p.h.

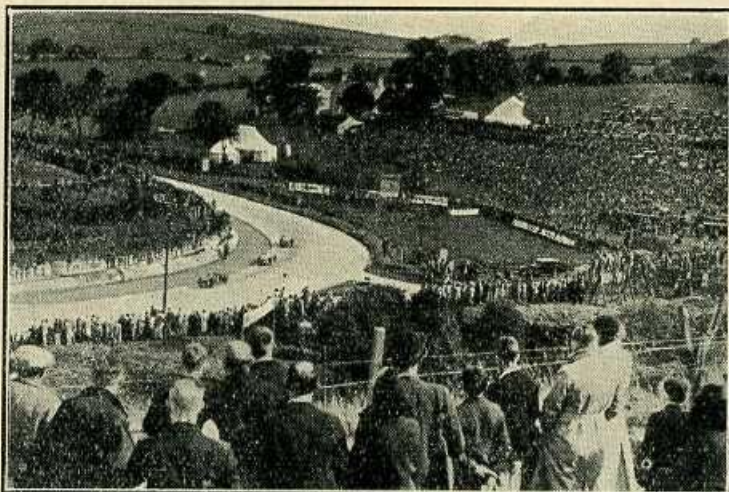
9 h.p. SPORTS Models from £195

1½ Litre SPEED MODEL - £375

9 h.p. "REPLICA" Model £525

Send for Catalogues and full particulars to
SINGER & CO., LTD., - - COVENTRY
London Showrooms : 56/59 Park Lane, W.1.

greater width, have been made from time to time. Furthermore, despite the number of corners, curves and bends with which the circuit abounds, it is a safe course, being well provided with escape roads at the bad corners, and now that Ballystockart has been trimmed up, being free from that dangerous type of bend which gradually becomes more acute and lures drivers



QUARRY CORNER

By courtesy of "Planet News Ltd."

into a speed that is too great for safety. Finally, the surface is exceptional. Wet or dry it can be trusted to give uniform adhesion throughout its length, and is a model of a true non-skid surface.

1928-1934.

Ever since the Tourist Trophy Race was revived in 1928, it has been characterised by magnificent driving and desperately close finishes. In the very first year, Kaye Don won by a bare 13 seconds with Cushman storming behind, haunted during the whole of his last lap by the knowledge that his petrol was almost exhausted. It actually gave out as he crossed the finishing line. The following year Caracciola was only 2 min. 8 sec. in front of Nuvolari, who finished second. This race was run in a continuous downpour of rain, but so splendid was the driving and so close the contest that the crowds were on tiptoe with excitement to the very end. The 1930 race, which was won by Nuvolari by 10 min. 16 sec., was the great Alfa Romeo year. The Italian team finished first, second and third in the race, but Cyril Paul on an Alvis made a great effort to break into this triumphant order, and was only beaten out of third place by half-a-minute. The next year saw Norman Black finish a bare 1 min. 12 secs. in front of Borzacchini, who had broken record after record in a vain attempt to catch the flying Englishman on his tiny M.G. 1932 was the Riley year, Whitcroft being first home by the small margin of 1 min. 23 secs. This was the year of Freddie Dixon's first appearance, when he dropped almost like a bolt from the blue, led for nearly twenty laps, broke all records in his class, and finally disappeared over the hedge at Quarry Corner. In 1933 Nuvolari won the race for the second time, but this time on a British car, getting home in front of Hamilton by 40 secs. Hamilton stopped to replenish at the Pits at the end of twenty laps. He took eight minutes; the normal time would be something under three. His engine would not start after filling up; his glove caught fire. He was still in the lead when he did eventually get away, and it seemed that he still might stave off the Italian "Ace" who was driving magnificently behind him. With one lap to go he was forced to come into the Pits again for more petrol. Nuvolari passed as Hamilton was getting away and the race was over. And so to 1934 and probably the greatest race of all. Dodson won, 17 secs. in front of Hall, who for six laps, over eighty miles, had raced literally wheel to wheel with Brian Lewis, thrilling the crowds as they had never been thrilled before. First one took the lead and then the other. For all that distance there was never more than a



A.W.K. Von der Becke



C. Brackenbury



"B. Bira"



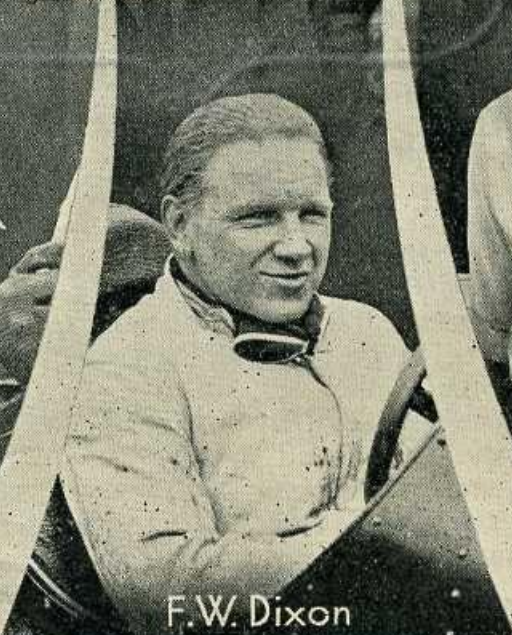
C.E.C. Martin



The Earl Howe



T.E. Rose-Richards



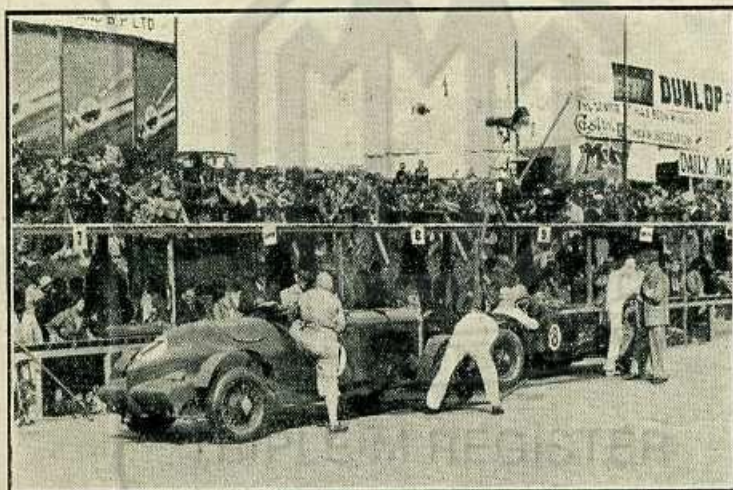
F.W. Dixon

length between them. Then Lewis's back tyres went, he was compelled to pull in to change them, leaving Hall to hunt Dodson who was lying just ahead.

When the R.A.C. decided to ban superchargers in 1934 and make all cars run in touring condition, it was told that it was ruining the race. The answer was the race itself. That great sporting struggle, the magnificent entry, and again the excellent entry that has been received this year have proved the club's wisdom and guaranteed the life of Tourist Trophy for many years to come.

1935.

What of this year's race? The entry, though four fewer than last year, may justly be regarded as more representative. It comprises twelve different makes, including three teams of foreign cars, French, German and Italian. Thus we shall have the pleasure of seeing how the foreign sports car can stand up to its British rivals in a race of nearly five hundred miles, over one of the most testing circuits in the world.



FAST WORK AT THE PITS

By courtesy of "The Autocar"

There are seven cars in the biggest class, three Bugattis, two Lagondas, a Bentley and a Railton. They are set to average 79.06 m.p.h. over the thirty-five laps of the course. Last year Hall averaged 78.40 m.p.h. on his Bentley, and as experience shows that speeds tend to go up rather than down, it would not be surprising if the handicap speed was equalled, if not beaten. The speed of the Lagondas is known to within a little, and their chance should be about equal to the Bentley's. The Bugattis and the Railton however, are "wrapt in mystery," and if either make can beat the big English cars they may well carry off the trophy. In the medium class are the Alvis and the Marendaz Special. The former is set to average 76.00 m.p.h. against its best lap last year of 71.37 m.p.h., and it may be that this will be a little beyond its powers—only the results can show. The Marendaz is quite an unknown quantity, but McCalla, the driver, knows the course, he is a "sympathetic" driver, and is certain to get the best out of a car.



Norman Black



A.H. Langley



S.C.H. Davis



C.J.P. Dodson



K. D. Evans



D.G. Evans



C. Penn-Hughes

The next class includes the 1500 c.c. Rileys and the Aston Martins, the handicap speed being 75.42 m.p.h. The fastest lap made in this class last year was 77.44 m.p.h. by Penn-Hughes, the class winner being Fotheringham on an Aston Martin, at an average speed of 74.53 m.p.h. Dixon is in this class, and he always seems to be in the picture, even if he does not always succeed in winning. All of the Rileys may be expected to be faster than last year, and the Aston Martins have put up some fine performances already this season. Their official team is very strong, and the winner of this class might easily prove the winner of the race. The Magnettes have to average 75.19 m.p.h. against Dodson's winning speed of 74.65 m.p.h. on a Magnette last year. The cars should be capable of doing what the handicapper has asked of them, but the drivers are somewhat at a disadvantage in that they are not as familiar with the course as are certain of their rivals. Against this it must be remembered that Dodson won at the first attempt last year, and the Magnettes must therefore be taken into account when endeavouring to pick the winner. The small Lagonda is an absolutely unknown quantity. It is a newcomer to the race, and will carry everybody's good wishes. In the smallest class competing are the Adlers, Fiats and Singers. The handicap speed is 70.05 m.p.h. Last year there was only one entrant in this class, and as he failed to finish it is not possible to make any comparison. Nothing is known of the speed of any of the three makes in this class, but it is more than likely that one of them at least will be capable of beating the handicap speed.

In weighing up these figures one certain fact emerges, viz., that the handicapper has again done his work uncannily well, and that there is every possibility of yet another desperately close race. Given fine weather, most of last year's lap records should be beaten, though probably only by a small margin.

SCORE BOARDS.

The Score Board opposite the Grand Stand gives a variety of information in a clear and simple fashion. The number of laps already covered by each car is progressively shown in the frames, one of which is provided for each car, and which are operated by Boy Scouts. The maximum distance of the race is thirty-five laps, but the smaller cars receive a certain number of laps start, and as soon as they have started, the numbers in the frames show how many credit laps each car receives. As each car finishes a lap and passes the Score Board, the number in the frame is altered, and so the progress of each car is recorded.

Elsewhere in this programme will be found particulars of the handicap on which



THE TOWN HALL, NEWTOWNARDS

By courtesy of "The Motor"



The Hon. Brian Lewis

C.H. Manders

R.J.B. Seaman

E.R. Hall

Stanley Woods

Cyril Paul

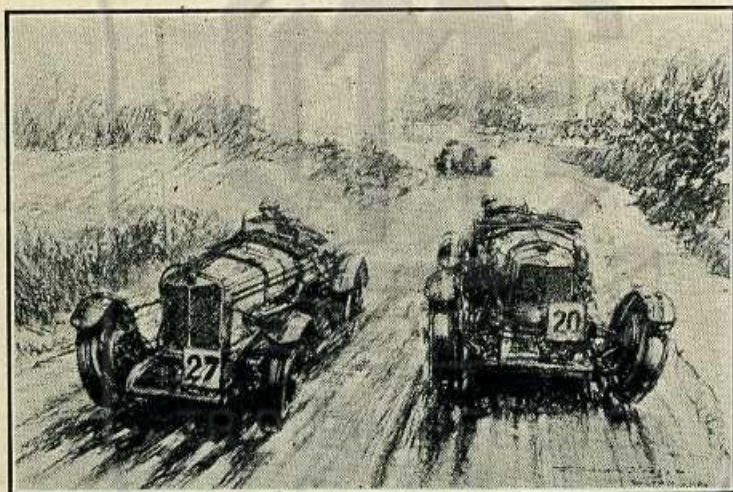
A.C. Dobson

the race is based. It will be seen that each car is set to average a certain speed according to the size of its engine. Obviously the car that is making the best showing against this set speed is the one which is leading on handicap, and that is the meaning of the Leader Board. This shows the six cars in order of merit, that are making the best speeds in comparison with that set by the handicap, and is the real key as to who will finally win the race. A duplicate of the Leader Board is placed on the front of the Grand Stand for the benefit of spectators in the Enclosure. In addition to the information given on the Score Boards, the loud speakers are continually giving figures of lap speeds, any records that may be broken, and, of course, all the news regarding retirements, incidents on the course, and so forth.

RACE DETAILS.

The length of the course is $13\frac{2}{3}$ miles; the scratch cars cover 35 laps, a total distance of 478 miles.

Each car is allowed a driver and spare driver. A mechanic may be carried at the option of the entrant. Only commercially obtainable fuel may be used.



THE CROWD ROARS

By courtesy of "The Autocar"

Practising takes place under full racing conditions with the roads closed' on Wednesday and Thursday, 4th and 5th September, between the hours of 9-30 and 11-30 a.m.

Cars and drivers assemble at the Pits on the morning of the race at 9 o'clock. Half-an-hour before they are due to start, the cars will be lined up in their starting order, and a quarter of an hour before the start all engines must be stopped. The race will start at 11 a.m.

After the winner and all other finishers have completed the course, they will make one more complete circuit.

Copies of the traffic regulations, giving the times at which the course is closed and opened again to traffic, one-way routes, closed roads, and special routes to the R.A.C. Grand Stand and Enclosure and other car parks on the course are obtainable free of charge on application to the Police Information

Bureau, 9 Townhall Street, Belfast, or the R.A.C. Ulster Office, 65 Chichester Street, Belfast.

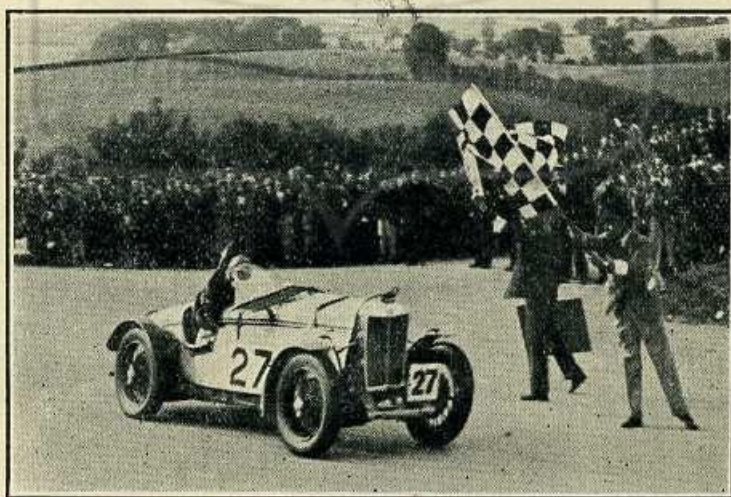
The prize giving will take place at the Plaza, Belfast, at 9-30 p.m. on Saturday, 7th September. Admission, including dancing, five shillings.

ON WHAT THE RACE DEPENDS.

A race such as the Tourist Trophy, run over a road course of nearly fourteen miles, with little or no restriction on the number of people who are able to watch it, presents problems in organisation such as a closed circuit as Brooklands or similar famous tracks have never to face. Every yard almost has to be policed to ensure that the spectators do not encroach on the course or place themselves in positions of danger.

Every corner has to be marshalled, a medical service with ambulances, aid posts, doctors, nurses and first-aid men, big enough to deal with a division of infantry, has to be organised, a complete telephone service must be installed fire stations have to be established, and literally hundreds of officials employed in managing scoreboards, pits, time-keeping arrangements, scrutineering, marshalling, and a score of other duties.

It is a wonderful tribute to the enthusiasm of Ulster for the Tourist Trophy Race, that from the Government downwards, practically the whole of this force of doctors, nurses, police, firemen, Boy Scouts, and officials generally, give their services absolutely without fee or reward save the reward that comes from making the T.T. race a success. The R.A.C. is the body responsible for the organisation of the race, but it is the magnificent assistance it receives from Ulster that makes it a success, and the whole-hearted thanks of the club are tendered to all concerned once again for their most valuable aid.



FLAGGING THE WINNER, C. J. P. DODSON, MAGNETTE, 1934

By courtesy of "The Autocar"

HANDICAP.

The following is the handicap for the race, showing the number of laps each car is required to cover, the time and speed for each lap, the total time of the race, and the handicap allotted.

Class	Engine Capacity	Lap Time M. SC.	Speed M.P.H.	Laps to Cover	Total running time		Handicap	
					H. M. SC.	Credit Laps	Time M. SC.	
G	(2) 850 c.c. to 1000 c.c. Nos. 29-38.	11 42	70.05	31	6 2 42	4	1 37	
	(3) 1000 c.c. to 1100 c.c. No. 28.	11 7	73.73	33	6 6 51	2	5 46	
F	(1) 1100 c.c. to 1200 c.c. No. 27.	11 3	74.17	33	6 4 39	2	3 34	
	(2) 1200 c.c. to 1300 c.c. Nos. 22-26.	10 54	75.19	34	6 10 36	1	9 31	
	(3) 1300 c.c. to 1500 c.c. Nos. 10-21.	10 52	75.42	34	6 9 28	1	8 23	
E	1500 c.c. to 2000 c.c. No. 9.	10 52	75.42	34	6 9 28	1	8 23	
D	(1) 2000 c.c. to 2550 c.c. No. 8.	10 47	76.00	34	6 6 38	1	5 33	
C	3000 c.c. to 5000 c.c. Nos. 1-7.	10 22	79.06	35	6 2 50	0	1 45	

OUR THANKS ARE DUE.

AMONGST those to whom the R.A.C. is particularly indebted are the following :

To the Ulster Tourist Trophy Race Committee for presenting the Prize Money of £1,500.

To the Society of Motor Manufacturers and Traders, Ltd., and the Proprietors of the "Autocar" for presenting trophies.

To Mr. John Warwick, for the loan of his ground to be used as Enclosures, Car Parks, and for the Pits.

To Dr. Ian Fraser and to the Doctors, Nurses, and Ambulance Men for organising the medical arrangements, and for their services on the course during the official Practices and the Race.

To the Flag Marshals for their invaluable services on the course during the Official Practices and the Race.

Messrs. H. M. S. Catherwood have most kindly placed their garage at the disposal of the R.A.C. for the Scrutineering.

Motor Ambulances have been loaned by the following authorities :—Belfast Corporation, Belfast Board of Guardians, Bangor Borough Council, Newtownards Board of Guardians, Ulster Volunteer Force Hospital, Melville & Company, Ltd., and W. M. Wilton.

The official cars used in connection with the Race have been placed at the disposal of the R.A.C. by the courtesy of Messrs. Armstrong Siddeley Motors Ltd., and Messrs. Bentley Motors, Ltd.

The Pyrene Fire Guard will be stationed at the Pits, and at the Fire Posts around the course and in the R.A.C. Car Parks. The equipment will consist of "Pyrene" and "Phomene" Extinguishers.

Architects :—Messrs. W. D. R. Taggart, Belfast.

Contractors :—Messrs. Robt. Hewitt & Son, Belfast.

Grand Stand and Bridge :—Messrs. J. McNeill, Ltd.

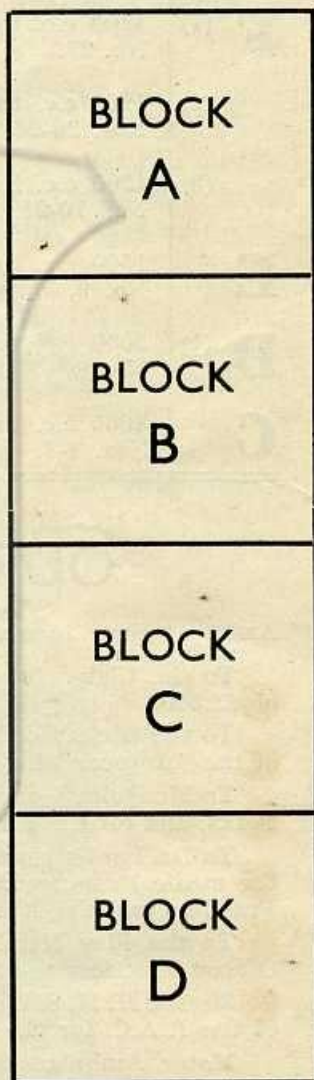
Public Address System :—Messrs. Pollock, Ltd., Belfast.

PIT PLAN.

Name	Car	Pit
SINGER	38	50
SINGER	37	49
SINGER	36	48
SINGER	35	47
VACUUM.		46
FIAT	34	45
FIAT	33	44
FIAT	32	43
CONTROL.		42
ADLER	31	41
ADLER	30	40
ADLER	29	39
RILEY	28	38
LAGONDA	27	37
ESSO.		36
M.G. MAGNETTE	26	35
M.G. MAGNETTE	25	34
M.G. MAGNETTE	24	33
M.G. MAGNETTE	23	32
M.G. MAGNETTE	22	31
K.L.G.		30
ASTON MARTIN	21	29
ASTON MARTIN	20	28
ASTON MARTIN	19	27
CONTROL.		26
CONTROL.		25
PYRENE.		24
ASTON MARTIN	18	23
ASTON MARTIN	17	22
ASTON MARTIN	16	21
ASTON MARTIN	15	20
SHELL.		19
RILEY	14	18
RILEY	12	17
RILEY	11	16
CASTROL.		15
RILEY	10	14
MARENDAZ SPECIAL	9	13
ALVIS	8	12
BENTLEY	7	11
CONTROL.		10
BUGATTI	6	9
BUGATTI	5	8
BUGATTI	4	7
CHAMPION.		6
RAILTON	3	5
LAGONDA	2	4
LAGONDA	1	3
DUNLOP.		2
DUNLOP.		1
Name	Car	Pit

To QUARRY CORNER
 COURSE
 From DUNDONALD

R.A.C.
GRAND
STAND



R.A.C.
GRAND
STAND

ON
SALE
SEPT.
16TH

PRICE
6D.

CONDUCTED BY
ALAN C. HESS



CONTRIBUTORS TO THE
SEPTEMBER ISSUE INCLUDE :

- HON. BRIAN E. LEWIS.
- Flt.-Lieut. H. M. SCHOFIELD.
- CYRIL PAUL.
- T. H. WISDOM.
- PROFESSOR A. M. LOW, D.Sc.
- BARRÉ LYNDON, &c.

A NEW COVER IN FULL COLOUR. ANOTHER ●
FREE PRESENTATION PLATE BY H. J. MOSER. ●
EXCLUSIVE PHOTOGRAPHS AND DRAWINGS IN ●
PROFUSION. ALL ABOUT THIS YEAR'S "500." ●
RESULT OF THE DRAWING COMPETITION. ●

ORDER **Speed** TO-DAY

The Autocar

The Leading
Motoring Journal

Motorists interested in racing on road and track and in all forms of motoring sport will find every important sporting event vividly described and illustrated in the pages of "The Autocar."

●
**EVERY
FRIDAY,
4d.**

Subscription:
British Isles, £1 : 6 : 0
Canada, .. £1 : 3 : 10
Other Countries,
£1 : 15 : 6
per annum, post free.

Other road enthusiasts will appreciate the general motoring news of the week, road tests of all types of cars, articles on touring at Home and on the Continent, hints on care and maintenance, and—at this time of the year particularly—authentic information on manufacturers' new models.

A fully illustrated account of the
Tourist Trophy Race will appear in next
week's issue of "THE AUTOCAR"

ILIFFE & SONS, LTD.
DORSET HOUSE
STAMFORD STREET
LONDON S.E.1.



Passing through Dundonald—1934 T.T. Race.

The Autocar" Photograph

